

Submitter: Cameron Gilbert

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

I write today in support of the increased transit funding and the STIF program in HB 2025. The increased funding for the STIF program in this package will help prevent significant cuts to public transit service across Oregon.

When I lost access to a car, I wasn't sure how accessible it'd be to move around the city. Our current public transportation makes it so that I can get to just about anywhere in Portland Metro relatively easily, but even with all the bus lines, frequent service, and trains, it takes a significant part of my day to travel, typically 2 to 3 hours for a round trip to and from one place. For example, a 10-minute trip by car from my house to my workplace is an hour trip by bus. Cuts to public transit service would mean that these transportation times would increase a lot for many people, which would make public transportation inaccessible (e.g. for people with physical disabilities who would need to walk further, stand longer, and be outside longer) and decrease quality of life for people dependent on public transportation (due to the increased amount of time committed to travel and time lost for other personal matters). Removing and reducing bus lines would also reduce access to jobs based on proximity to transit lines and start/end times for jobs in relation to bus schedules.

Popular bus and train lines during busy times of day are already crowded. Limiting frequency and number of buses available could result in overcrowding or people needing to miss scheduled bus rides because the buses are full. Having more people on buses means higher chances of delays due to the time it takes riders to get on and off the bus at each stop and potential conflict between riders. Delays due to buses having mechanical issues would be exacerbated because there may be more people on the stopped bus needing to move to another bus, and fewer buses to pick those people up.

Cuts to public transit could also hinder PedPDX goals of increasing walkability in the city, such as increasing the number of transit stops needed to meet to transit stop spacing requirements.

Please support HB 2025 to make Portland safer and more accessible to our communities.